



**T**HE Sierra's storm seems to have been a very general one all over the North Pacific ocean as the papers received by the Coast Guard last night are full of stories of wrecks and disasters.

At last accounts the ship was apparently a strange one as it is a fact that the gales and accompanying sea were both on a high barometer. The gale had been unusually high for this time of the year, and in the ocean there has been nothing but heavy weather.

Vessels traveling between San Francisco and the sound were especially knocked about and the narrow escapes are many. The steamer Topaka of the Alaska route and the Alpha were totally wrecked. The steamer Cogswell River lost three blades of her propeller and drifted for four days until finally picked up and towed to a place of safety. The transport Thera which arrived in Portland on the 19th reports a tremendous storm and spoke several sailing vessels running under bare poles. One of them flew the signal letters "O. S. F. R." and the other the letters "R. Y. V." The British steamer Rowallan from Japan which arrived at Vancouver on the 19th lost a man overboard and experienced terrible weather. The steamer Centennial when off Cape Blanco was buried several times and had her deckhouses and all her boats carried away and was otherwise damaged.

The steamer Coptic arriving last evening reports a fine passage. She is very deeply laden and will get away for the Orient this morning. All the vessels which have arrived lately in San Francisco from these islands had long passages up and luckily escaped the worst of the storm.

**Kimball Almost Lost.**  
SEATTLE, Dec. 28.—The steamer John S. Kimball, which sailed Sunday for Honolulu, returned to port today, having sprung a leak in the furious gale that raged off Cape Flattery Monday and Tuesday. Part of her cargo will be unloaded prior to an examination of her hull. The leak is believed to be above the water line, near the bows.

The Kimball had a thrilling encounter with the storm and was forced once to run for shelter before she was decided to return to Seattle. Heavy seas swept her vessel, the water penetrating to the engine-rooms from Tuesday morning to Wednesday night, when the boat reached Port Angeles. Pumps were constantly working, barely keeping the leakage under control. Gallant work was done by Chief Engineer McIntosh, who labored eighteen hours at one stretch in the engine-rooms, standing up to his knees in water and encouraging the stokers. The Kimball was on her initial voyage to Honolulu when she ran into the storm. Her cargo, consisting of 700 tons of general merchandise and coal, was not damaged. The seas which swept over the deck, besides inundating the engine-rooms, entered the saloons and staterooms. Carpets were ruined and the interior woodwork badly scarred.

**The Kintuck Arrives.**  
The big transport Kintuck arrived yesterday afternoon after a long and rough voyage from Seattle. She shows the effects of the buffeting by the sea on her way here and a good deal of bay oil her deck was drenched with the salt water that she shipped on the trip. Although the vessel passed through the same weather as the Sierra and the other steamers, she did not lose one of her animals, the 815 horses and mules arriving in good shape. The cargo, consisting of 700 tons of general merchandise and coal, was not damaged. The seas which swept over the deck, besides inundating the engine-rooms, entered the saloons and staterooms. Carpets were ruined and the interior woodwork badly scarred.

location will cast no reflection on him. The late quarantine which the passengers of the steamer Coptic were subjected to at the hands of the Federal quarantine officials was the cause of the investigation being put on foot.

**Features of Shipping Bill.**  
These are the principal provisions of the shipping bill now before Congress:

Subsidies to American vessels in the foreign trade, based on gross tonnage of ships and mileage.  
Subsidies are calculated to offset the difference in the cost of building and navigating American vessels compared with British vessels.

American vessels already built are subsidized for ten years; vessels to be hereafter built, for twenty years. The maximum subsidy payable in any one year is \$9,000,000. At the present time the expenditure would be about \$4,500,000 a year.

When \$9,000,000 is reached subsidies are to be reduced pro rata as American shipping increases.

Uniform subsidy to all American vessels of one and one-half cents a gross ton for each one hundred nautical miles, not exceeding 1,500 miles, sailed outward bound. The same rate for each one hundred miles, not exceeding 1,500, sailed homeward bound, and one cent a gross ton for each additional one hundred nautical miles sailed, on each entry, not exceeding sixteen in any twelve consecutive months.

Special rates to faster steamships, graded according to their speed, to offset the mail subsidies paid by foreign governments, varying from five-tenths of one cent a gross ton for vessels of more than 2,000 gross tons, and of 12 knots and less than 14 knots speed, to two and three-tenths cents a gross ton for vessels of more than 10,000 gross tons and of 21 knots or more speed.

A 10-knot ship with a mileage of 42,000 per annum would earn \$48,300. A 15-knot ship with a mileage of 63,000 miles per annum would earn \$111,750. A 21-knot ship with a mileage of 88,200 miles per annum would earn \$394,290.

Admits to American registry all foreign steamships owned by Americans on January 1, 1900, and entitles such steamships to half subsidies. Before these foreign-built steamships can be registered and receive subsidies, owners must build in the United States corresponding steamships, as in the cases of the New York and Paris.

All vessels receiving subsidy are required to carry the ocean mails of the United States free of charge, and may be impressed as auxiliary cruisers or transports.

The Canadian system of bounties for deep-sea fisheries is also included in the bill.

**Will Pass.**  
WASHINGTON, D. C., Dec. 18.—In spite of the tremendous attack being made upon the shipping bill, disregarding the claims made by agents of foreign steamship lines and owners of foreign built ships, and brushing aside as unimportant the widely advertised opposition of Senators who are engaged in the policy of obstruction, Senator Hanna said emphatically to-night that the ship subsidy bill would pass the Senate.

**SHIPPING NOTES.**  
The schooner Mildred left for the Sound yesterday in ballast.

The schooner Alice Kimball arrived from Kauaiki yesterday.

The steamer Gaelic is due from the Orient on New Year's day.

## TIDES, SUN AND MOON.

Day	High Water	Low Water	Sun	Moon
Mon.	1:28	5:02	12:00	11:58
Tues.	2:00	5:40	1:00	12:58
Wed.	2:50	6:31	2:00	1:58
Thurs.	3:50	7:26	3:00	2:58
Fri.	4:50	8:26	4:00	3:58
Sat.	5:50	9:31	5:00	4:58
Sun.	6:50	10:41	6:00	5:58
Mon.	7:50	11:56	7:00	6:58

## YESTERDAY'S WEATHER.

Diamond Head Signal Station.—10 p. m.—Weather clear; wind light N.

## OAHU RAILWAY AND LAND CO.



## TIME TABLE

From and After January 1, 1900

Stations	Daily	Daily	Daily	Daily
	am	am	pm	pm
Honolulu	7:30	9:15	11:55	5:30
Pearl City	8:00	9:45	12:25	6:00
Ewa Mill	8:30	10:15	1:00	6:30
Wahiawa	9:00	10:45	1:30	7:00
Kahuku	9:30	11:15	2:00	7:30
Honolulu	12:30	2:15	4:55	9:30

## MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next thirty days are as follows:

Steamers	From	Due
COPTIC—San Fran	Dec. 29	
ZEALANDIA—San Fran	Jan. 2	
ALAMEDA—San Fran	Jan. 5	
PEKING—San Fran	Jan. 8	
MIOUERA—Victoria	Jan. 15	
ZEALANDIA—San Fran	Jan. 23	
GAELIC—San Fran	Jan. 23	
SONOMA—San Fran	Jan. 23	
HONG KONG MARU—San Fran	Jan. 29	
MARIPOSA—San Fran	Jan. 31	
CHINA—San Fran	Feb. 8	

Steamers	For	Depart
GAELIC—San Fran	Jan. 1	
ZEALANDIA—San Fran	Jan. 5	
MARIPOSA—San Fran	Jan. 5	
HONG KONG MARU—San Fran	Jan. 6	
AURANGI—Victoria	Jan. 16	
CHINA—San Fran	Jan. 18	
ZEALANDIA—San Fran	Jan. 26	
DORIC—San Fran	Jan. 26	
SIERRA—San Fran	Jan. 29	
NIPPON MARU—San Fran	Feb. 2	

A government transport from San Francisco, carrying mail, is due about the 8th and 23d of each month.

It is thought to be from a strained out.

## ARRIVED.

Friday, December 28.  
Str Noeau, Wyman, from Mahukoua, Paunahau, Kukaia, Ooka, Lau-pahoehoe, Papaloa, Hakala and Honoum.

U. S. A. T. Kintuck, Long, from Seattle.  
Nor am Prince Albert, Cappeller, 84 days from Newcastle.  
O. & O. S. S. Coptic, Rinder, 6 days 6 hours from San Francisco.

**DEPARTED.**  
Friday, December 28.  
Str Hawaii, Nicholson, for Mahukoua, Paunahau, Kukaia, Ooka, Lau-pahoehoe, Papaloa, Hakala and Honoum.

U. S. A. T. Kintuck, Long, for Seattle.  
Nor am Prince Albert, Cappeller, 84 days from Newcastle.  
O. & O. S. S. Coptic, Rinder, 6 days 6 hours from San Francisco.

**TO SAIL TODAY.**  
U. S. A. T. S. Thomas, Buford, for Manila at 2 p. m.

**SAILING MONDAY.**  
Str Noeau, Wyman, for Lahaina, Honokaa and Kukaia, at 10 a. m. Takes freight today.

Sch Moi Wahine, for Paunahau, at 3 p. m.

The gunboat Wheeling is expected here soon to look for a hidden reef in Honolulu harbor.

The W. B. Flint left for San Francisco yesterday with a full load of sugar. The Mauna Ala will probably get away on Sunday.

The Norwegian ship Prince Albert arrived from Newcastle yesterday morning. She made a long trip of it having left the Colonies October 6.

Open house was kept on the British war ship Icarus yesterday afternoon. A party of the passengers from the transport Thomas were entertained at Moanalua by Mr. and Mrs. S. M. Damon on Thursday.

The Mauna Loa was late in getting away yesterday as she had a great deal of freight to take aboard. She was loading up to 5 o'clock and finally left a little after that time for Maui and Hawaii ports.

The steamer Noeau from Ahukini which arrived yesterday, reports a very hard trip in crossing the channel on the way home. She brought a full load of sugar, which was put aboard a schooner Rosmond at the Railroad wharf.

## Oceanic Steamship Co.

## TIME TABLE.

The steamers of this line will arrive at Honolulu from San Francisco.

Steamers	From	Arrive
Zealandia	San Fran	Jan. 2
Alameda	San Fran	Jan. 5
Zealandia	San Fran	Jan. 8
Sonoma	San Fran	Jan. 15
Maripepa	San Fran	Jan. 23
Sierra	San Fran	Jan. 26
Zealandia	San Fran	Jan. 29
Ventura	San Fran	Mar. 12

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

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GENERAL AGENTS OCEANIC S. S. CO.

## Pacific Mail S. S. Co.

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA.	FOR SAN FRANCISCO.
COPTIC—Dec. 29	GAELIC—Jan. 1
AMERICA MARU—Jan. 5	HONGKONG MARU—Jan. 8
PEKING—Jan. 15	CHINA—Jan. 18
GAELIC—Jan. 23	DORIC—Jan. 26
HONGKONG MARU—Jan. 31	NIPPON MARU—Feb. 2
CHINA—Feb. 8	RIO DE JANEIRO—Feb. 12
DORIC—Feb. 16	COPTIC—Feb. 19
NIPPON MARU—Feb. 26	AMERICA MARU—March 1

FOR GENERAL INFORMATION APPLY TO

## H. HACKFELD &amp; CO., Ltd.

Agents.

## American-Hawaiian S. S. Co.

S. S. HAWAIIAN will be dispatched from New York on or before Jan. 1st, for San Francisco, en route to Honolulu. To be followed by S. S. "OREGONIAN," February-March loading.

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Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are

## DUE AT HONOLULU

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C., for Brisbane, Q., and Sydney.	From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.
MIOUERA—Jan. 29	AORANGI—Jan. 16
AORANGI—Feb. 16	WARRIMOO—Feb. 23
WARRIMOO—March 13	MIOUERA—March 13
MIOUERA—April 13	AORANGI—April 10
AORANGI—May 11	WARRIMOO—May 8
WARRIMOO—June 8	MIOUERA—June 5

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Said Carlyle, grimly, of the peoples of the earth, and "mostly fools" say we, today, of those who hesitate when health, wealth and happiness depend upon prompt action. "Mostly fools," those who ruin their constitutions by the use of drugs. "Mostly fools," those who refuse to take advantage of nature's own remedy, "Mostly fools," the young middle-aged and old men and women, who suffer from any of the countless ills which Electricity, as applied by Dr. Sanden's Electric Belt (patented, 1900 Model, Broad Cell), will cure—such as Rheumatism, Lumbago, Sciatica, Gout, Varicose, Dropsy, Kidney Complaints, Nervous and General Debility, Paralysis, Epilepsy, Insomnia, Dr. Julius Althaus, M. D., (Berlin), F. R. C. P. (England), says he has known men, prematurely aged, to look ten years younger after this treatment. (Special attachments for ladies.)



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